

is well known in Sydney,
the fact, &c., &c., principals
Mr. HENRY —, 32,
showing.

traffic towards the close of this year, and the remainder profitable for work.

From Honeyuckle Point into Newcastle—a distance of 67 chains—the line is generally level; the steepness gradient being 1 in 900.

Tenders have been received for its formation, and the cost of the additional will not exceed £10,000, of which the present works and works will require about £6000, and the remainder be for sidings, turntables, and buildings.

Tenders have also been accepted for the extension from East to West Midland—two miles sixty-seven chains in length. The earth-works will average 15,000 cubic yards per mile, and the total cost will be about £2800 per mile; the steepness gradient being 1 in 100, and the radius of the sharpest curve 50 chains.

The permanent way will be similar to that on the extension to Camphill, and will be laid down as early as the progress of the earth-works permits. The line into Newcastle will, I trust, be available for traffic in December next, and that to West Midland by the beginning of next year.

In the above named amounts nothing has been allowed for the purchase of land, or injury done by severance.

When these extensions are completed and opened, fifty millions of railway will be in operation; and such an increase of trade may be anticipated as will make the gross annual receipts at £24,000.

Against this must be set the gross expenditure, which I estimate at £26,800 for the year.

This expenditure is not in proportion to the present; but I have tried economy and care will prevent the amount stated b-increased.

The estimated surplus revenue over working expenses will therefore be £18,200; and as the total capital expended will amount to £1,175,894, the interest will be at the rate of 1.28 per cent, upon it.

The outstanding claims connected with land have still, however, to be charged to the capital account.

The net annual charge upon the revenue, to meet the interest due upon the capital, will be £13,600, in round numbers.

THE EXTENSIONS PROPOSED.

In accordance, as I am informed, with the wishes of the Legislature, as expressed last session, means have been taken to ascertain the practicability and cost of further extensions—

	Miles.
From Campbellton to Pictou, about	19
Paramattos to Penrith, with a branch to Winifred	34
West Midland, towards Singleton	18 1/2
	71 1/2

The details are not yet sufficiently worked out to enable me to give the precise sum each line will cost; but I shall be in a position to submit this to you before the House is called upon to consider the policy of providing for their execution.

Sufficient, however, has been done to permit me to say, that the cost of the line as far as Menangle will not exceed £400 per mile; the worst gradient being 1 in 80, and the smallest radius of a curve 40 chains.

The cost of the line from Menangle to Pictou will not exceed £12,000 per mile, including a sum of £15,000 for a bridge over the Nepean; the worst gradient being 1 in 70, and the least radius of a curve 20 chains.

The cost of the line from Parramatta to Penrith, with a branch to Windsor, will be about £2000 per mile; the worst gradient 1 in 80, and the smallest radius of a curve 30 chains.

The sections of the line from West Maitland towards Singleton are not yet completed, but the cost will probably not exceed £2000 per mile.

The entire sum required for these extensions, in-

cluding land and additional rolling stock, is approximately £1,500,000, or an additional length of nearly seventy-two miles of railway, or £12,000 per mile in round numbers.

The amounts charged against existing railways have been estimated on the assumption that the new works of the department; for the information connected with the extensions in progress and proposed, I am indebted to the Engineer-in-Chief.

The statement of the necessity of constructing these additional lines has had my anxious consideration.

Unfortunately, the principal data required for its solution, viz., the amount of existing traffic upon the different roads has never been accurately ascertained. I have made use, however, of the returns of 1856-6 as the basis of my calculations. Experience may prove that the estimates founded upon these returns are not high results. These are as follows:—Supposing the South railway open to Pilton, the Westons to Penryn, and the Great Western to Exeter, the following would be the details will be found in the Appendix marked A. The estimates are based upon the existing rates, and are not so desirable to propose any alteration until further experience has shown how far they meet the present wants of the country.

Estimated annual receipts from traffic	£201,74	0	0
Expenditure on capital	124,000	0	0
Receipts on capital	45,771	0	0
Expenditure on capital	105,000	0	0

Annual charges on revenue to defray interest	£50,000	11	8
Annual charges on revenue to defray expenses	50,000	11	8
Annual charges on revenue to defray maintenance, per annum	562,000	15	0
Annual charges on revenue to defray the construction of the railways after payment of all expenses, per annum	500,000	15	0

The above statement shows, that when the entire of the railways existing, in progress, and at present proposed are in work, an annual charge of £597 000 13s. 7d. will be required on the R-revenue to meet the interest on the £10,000,000 of the extension to the assumed receipts over working expenses.

This presumes, however, that there would be no augmentation of the reported goods traffic of the R-revenue, and that the R-revenue, as reported, would show a more favorable balance.

By extending to Penrhin and Windsor, and Pictou, and towards Singleton, it may fairly be assumed the extensive traffic of the R-revenue, which is now sent South, and Newcastle and the N. eastern districts, would be conveyed along the rail; and the increased facility of transport repays the public for the yearly increase of working expenses.

If then the data on which the above calculations are founded be considered as sufficiently reliable, it follows that the extension of the railway to the R-revenue is a profitable one, and may be proceeded with.

Before turning the railway to the R-revenue, there is one other proposed extension that demands attention, viz., to bring the railway into Hyde Park, and to the R-revenue terminal station in the R-revenue Park. The reasons urged in favor of this extension are: the great inconvenience to the public of the distance to the present terminus, the central position

It is rather a question for the Government than for me, how the jury will be influenced by the fact that the railway upon what has always been understood, has been looked upon as one of "the lungs" of Sydney.

The plans and sections are not in a sufficient forward state to be submitted to the Committee, but I am informed by the Engineer-in-Chief that the line at present proposed would pass over D'Vorshire-street by a bridge, crossing the west side of Carver's Police Barracks, over the Hay-market, and then crossing the main street by another bridge, at its junction with Market-lane; then across Goulburn-street, and, passing under Liverpool-street by a bridge, enter Hyde Park; the terminal station at that point would be at the intersection of the sharp curve would have a radius of 30 chains, and the steepest gradient would be 1 in 70.

The only land requiring to be purchased would be about 100 acres, and the line would terminate at Liverpool-street, containing an acre and a half, more or less.

The station building might be put up at £20,000, but this should be reduced to an amount equal to the capital of the railway required for offices for the railway department, and might therefore be omitted in the calculation of cost.

The expense of a double line, including the land, may be estimated at £65,000; but this sum is not authorized as an estimate; it is merely intended to give a general idea of cost.

The Government desire to enable me to decide how

This line would pay, but I believe it would pay working expenses, and perhaps the yearly interest on the capital laid out.

It is a most advantageous for a goods station; it is 82 feet above the level of the Circular Quay, the gradient to which would necessarily be steep, and the cost of any line here, yet at it is of serious consequence to facilitate the transit of goods between the Harbour and the Railways.

This might be effected, and the convenience of the travelling public also met, by the construction of an iron trestle between the two places, especially if the above objection to interfere with the Park is removed.

The nature of the ground, the way or railway from Red to Red to Rydhye Cove will pass along Pitt-street; here it is difficult to build so as not to interfere with the ordinary traffic, and the three or four trucks be moved by the engine, and the goods be taken to the wharves centrally placed at the wharf, and there or four corner platforms, where passengers could get tickets, would take the place of additional station buildings.

Such a system of steam railway is capable of exten-

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URGIS and BOWES have received in
this morning a letter to sell by public auction, on **WEDNESDAY**, at half-past 11 o'clock, at their Rooms, 9
St. George's-street, a

Farm containing 31 acres more or less, two miles from
London, and the property of W. H. Moore,
Esq., and William Small, senior, of W. H. Moore
and Son, in the orchard, containing four rooms,
a kitchen, verandah, &c. There is also a
large garden, with a well of water; 3 acres
of orchard, planted with fruit-trees; 3 acres
of land, with a well of water; and 3 acres
of fruit, now in full bearing, the crop being worth
about £500. (The purchaser will at once see it
all.) Also, orange and lemon trees. The orchard
has been planted eight years, consequently the
fruit is most abundant. There is a paddock full

be dry; the whole securely fenced in, having a tall
frontage to the main road by chains wire, and close
to the common where wood and a run for cattle
be had to any extent; the ground is well worked
and clean as a flower garden, and now growing
excellent supply of vegetables.

property, as it is of a class seldom offered and much
and.
immediate possession given.
Title, grant from the Crown.
Arms.—25 per cent. cash; balance, 3, 6, and 9 months
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For further particulars apply to BURGIS and BOW
pioneers, house, land and estate agents, 281, Geor
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Sale of superior Modern Furniture.
Piano, by Broadwood and Sons
Horse Teams complete, with Drays and Harness.
Farming Implements, &c., &c.

sonden, half-way between Windsor and Richmond,
FRIDAY, the 17th December next.
The whole of his modern household furniture, consist-
ing of bedsteads, bedding, sideboards, chiffoniers, ob-
jects of drawers, tables, chairs, washstands, in fact of
requisite attached to a house elegantly furnished
also, a very superior pianoforte, by broadwood and
Two horse teams complete, with drays and harness
4-wheel water truck
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With many other lots not particularised.
The auctioneer in calling public attention to this
to remind them that the whole of the furniture
best of preservation, nearly new, and selected with
ard to cost.
Catalogues of the respective lots can be had of the
near fourteen days prior to the day of sale.
Terms, cash.
Sale to commence at 11 o'clock.
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Whitewash	2	Twoon Bay
Whit	1	Newcastle
Hope Good Hope	2	Ditto, per steamer...
Wan River... ..	2	Clarence River
Waldale	1	Richmond River
Ditto, by steamers... ..	1	Manning River
Wobart Town	1	Wide Bay
Ditto, by steamers... ..	0	Port Curtis...
Wunoon... ..	1	Moroon Bay
Woolgar Head	2	Ditto, per steamers...
Woolbar	1		

Great Britain	1 1/2	Melbourne	...
Ditto by overland	2	Ditto, by steamers	...
London	2		

Goods insured, with particular average, from 1/4 to 1/2 extra.
 Marine risks on first-class vessels.
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LACKWALL LINE OF PACKETS.—For LONDON
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First Cabin	£75
Second „	35
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Storage	20

or passage, &c., apply in Melbourne, to Messrs. W. WHITE and CO.: or, in Sydney, to JAMES MALCOLM.

CO., 152, George-street.

TO BUILDERS AND OTHERS.—Additions, Watch-house, East Maitland.—TENDERS will be received at the Office of the Board of Works, Sydney, up to 12 o'clock on SATURDAY, the 28th November, from persons desiring to contract for the erection of additions to the Watch-house at East Maitland. Tenders to be enclosed in a cover for additions, Watch-house, East Maitland. Plans, specification, and form of tender may be seen, and particulars obtained, at the Office of the Board of Works, Sydney, on application to the Clerk of the Board.

COOK'S RIVER ROAD.—TENDERS will be received for the purchase of the Tolls along this road for the ensuing year, commencing from the 1st of January next. By a Proclamation in the Government Gazette tenders tendering will perceive that the Tolls, on and after the 1st of January next, will be 50 per cent. higher than tolls payable at present. Parties tendering will be required to deposit with the two guarantees for the

ment of the tolls by monthly payments, in advance, of the names of the sureties must accompany each tender. The tenders must be sent to Mr. TEALE'S Office, on or before five o'clock at noon on MONDAY, the seventh day of the month next. The Trustees do not bind themselves to accept the highest or any tender. Further particulars may be obtained on application to Mr. TEALE, 3, KING STREET. November 16th, 1856.

PASSENGER MONEY AND STORAGE.—Boxes and other Luggage

stored at the City Pawn Office, 70, Lower George Street, for any length of time required, at 1s. per box per month. Money advanced on all kinds of portable property, such as watches, jewelry, &c. at 50 per cent. on the value of the articles of "vertu." JOHN SPEERIN, Licensed Pawnbroker.

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